



Potomac Yard Metrorail Station Environmental Impact Statement Alternative Refinement

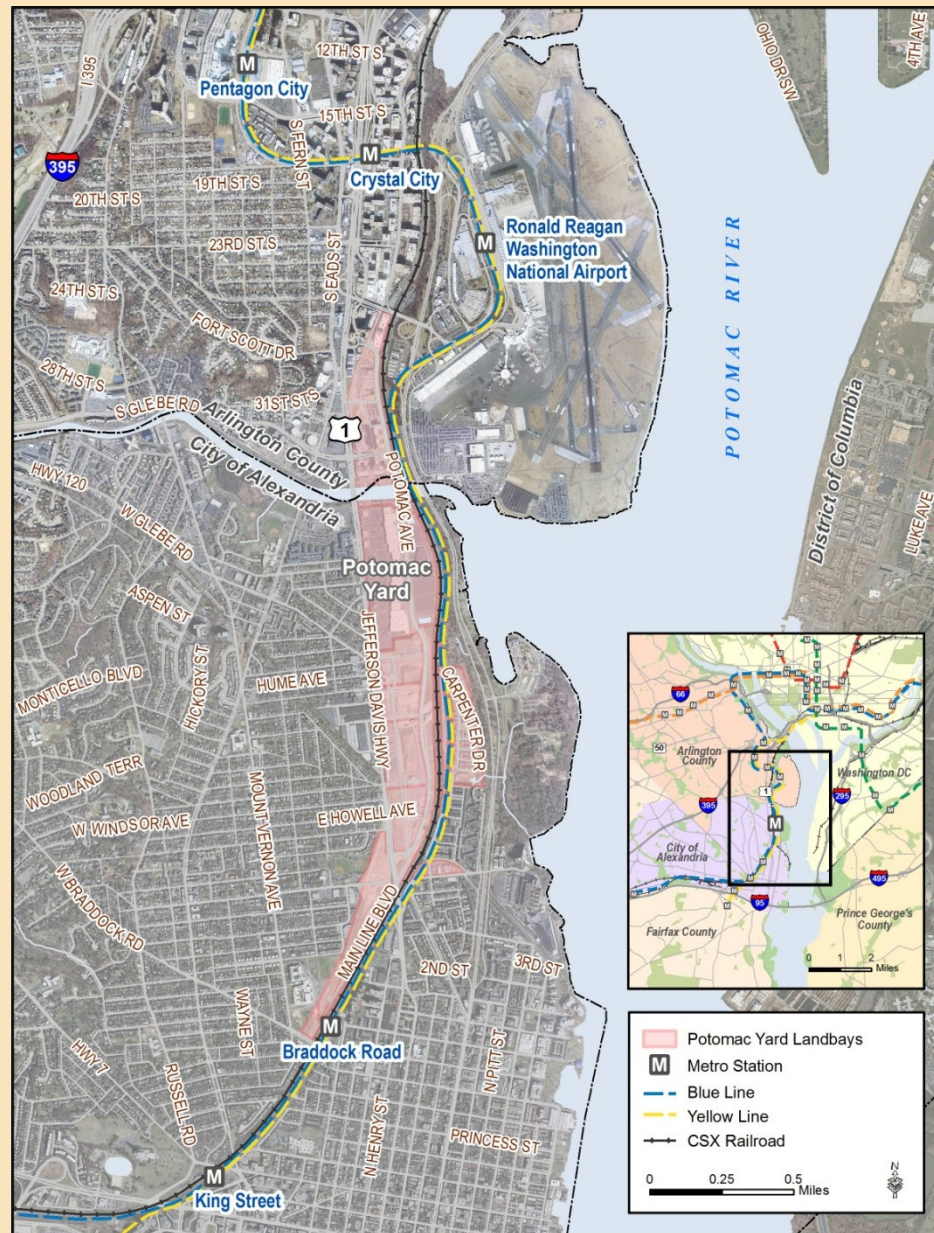
**Transportation Commission Meeting
March 7, 2012**



Agenda

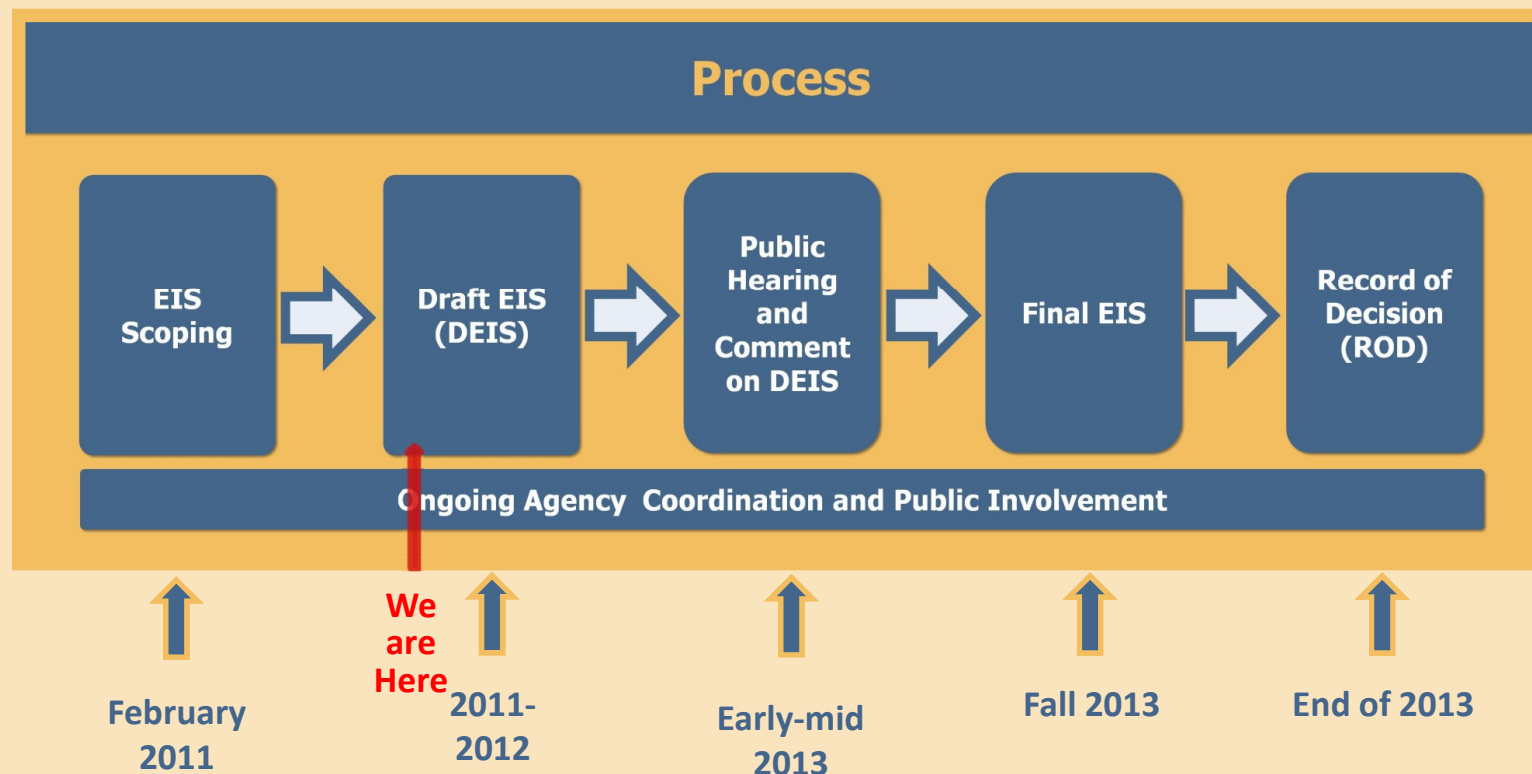
- 1. Welcome and Review of Project to Date**
- 2. Refinement of Alternatives**
- 3. Functionality and Appearance**
- 4. Cost Drivers**
- 5. Schedule**
- 6. Next Steps**

Study Area



Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
2. Scoping Process (June 2011) & first meeting of PYMIG
3. Screening Document (October 2011) and second meeting of PYMIG
4. Refinement of Alternatives



Station Location Zones



LEGEND

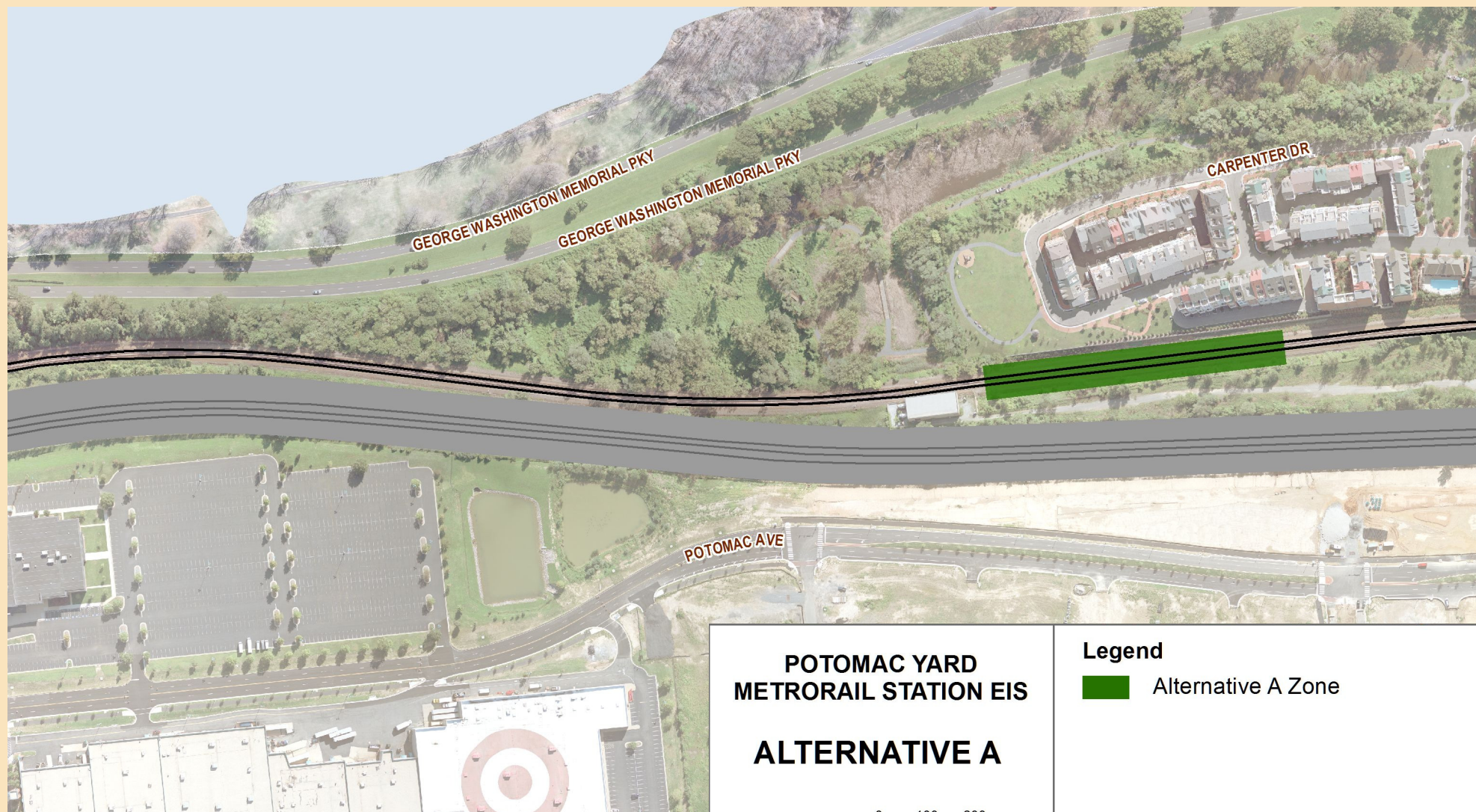
- Zone A
- Zone B
- Zone D
- Existing Metrorail Blue/Yellow Line
- CSX Railroad

Refinement of Stations

Criteria for Refinement:

- **NPS Property**
- **Wetlands**
- **Existing, Approved Plans**
- **Ownership**
- **Track Geometry**
- **Construction Impacts/Access**
- **Potential Ridership Capture**

Alternative A



POTOMAC YARD
METRORAIL STATION EIS

ALTERNATIVE A

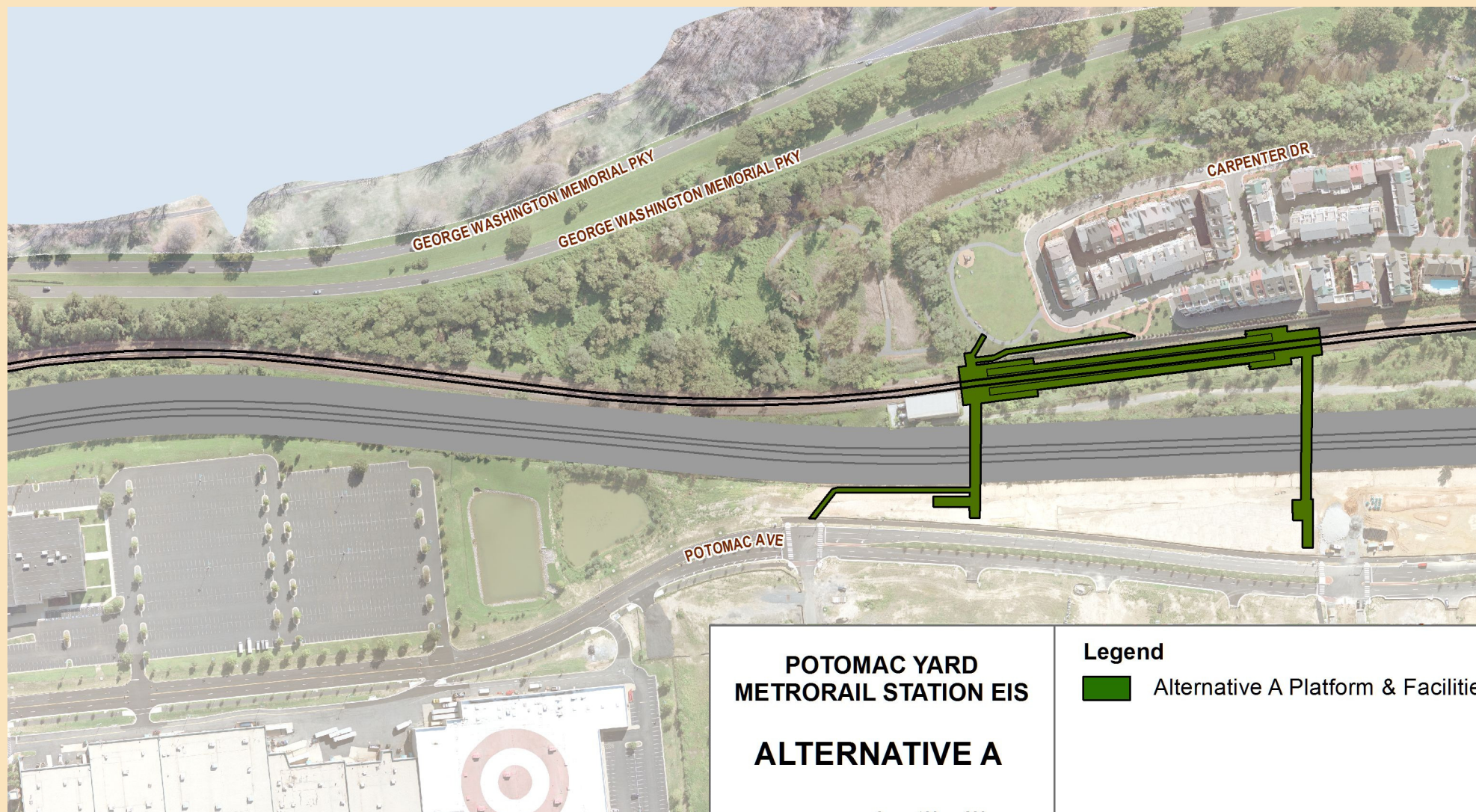


0 100 200
Feet

Legend

 Alternative A Zone

Alternative A



POTOMAC YARD
METRORAIL STATION EIS

ALTERNATIVE A

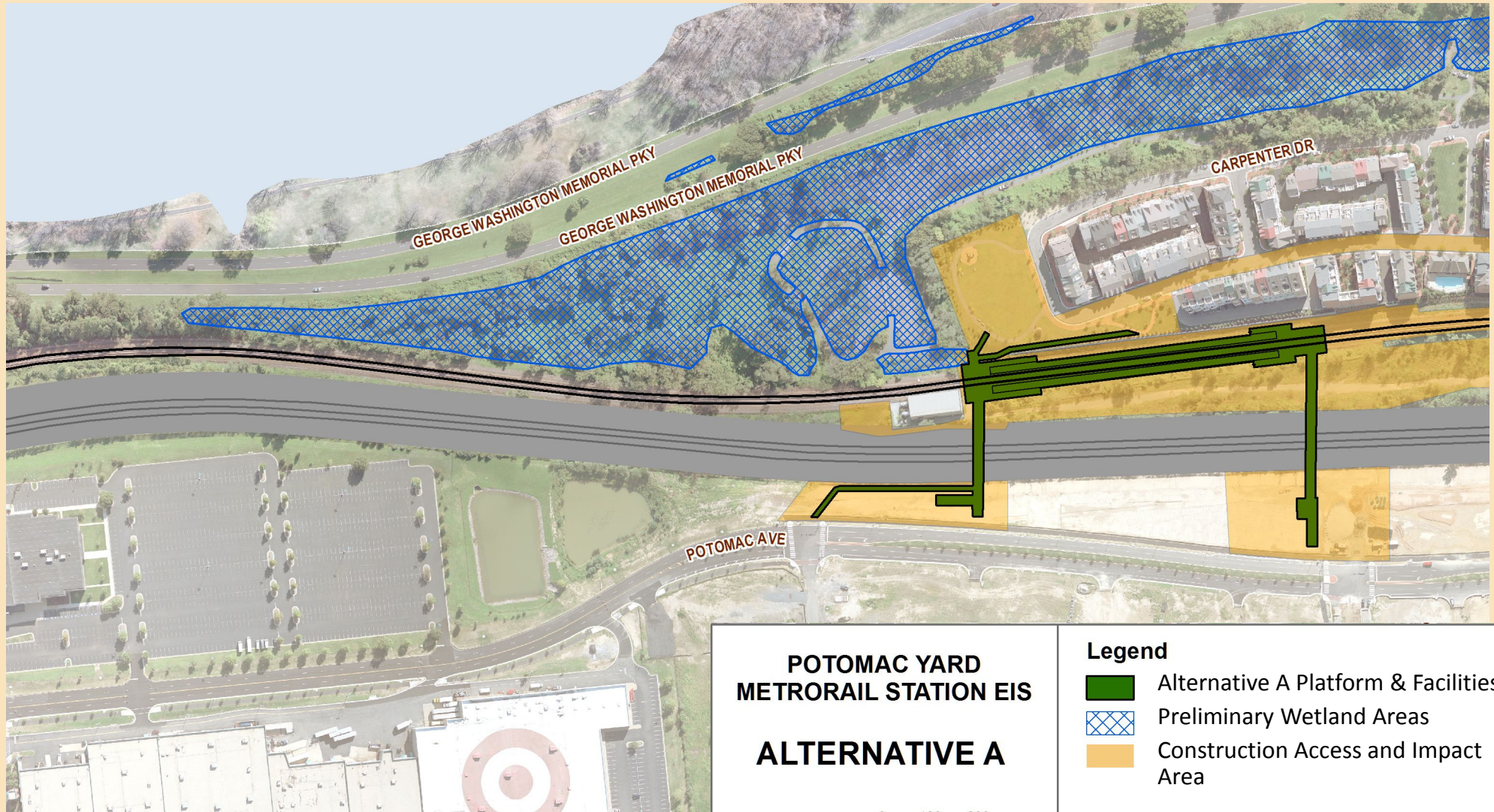


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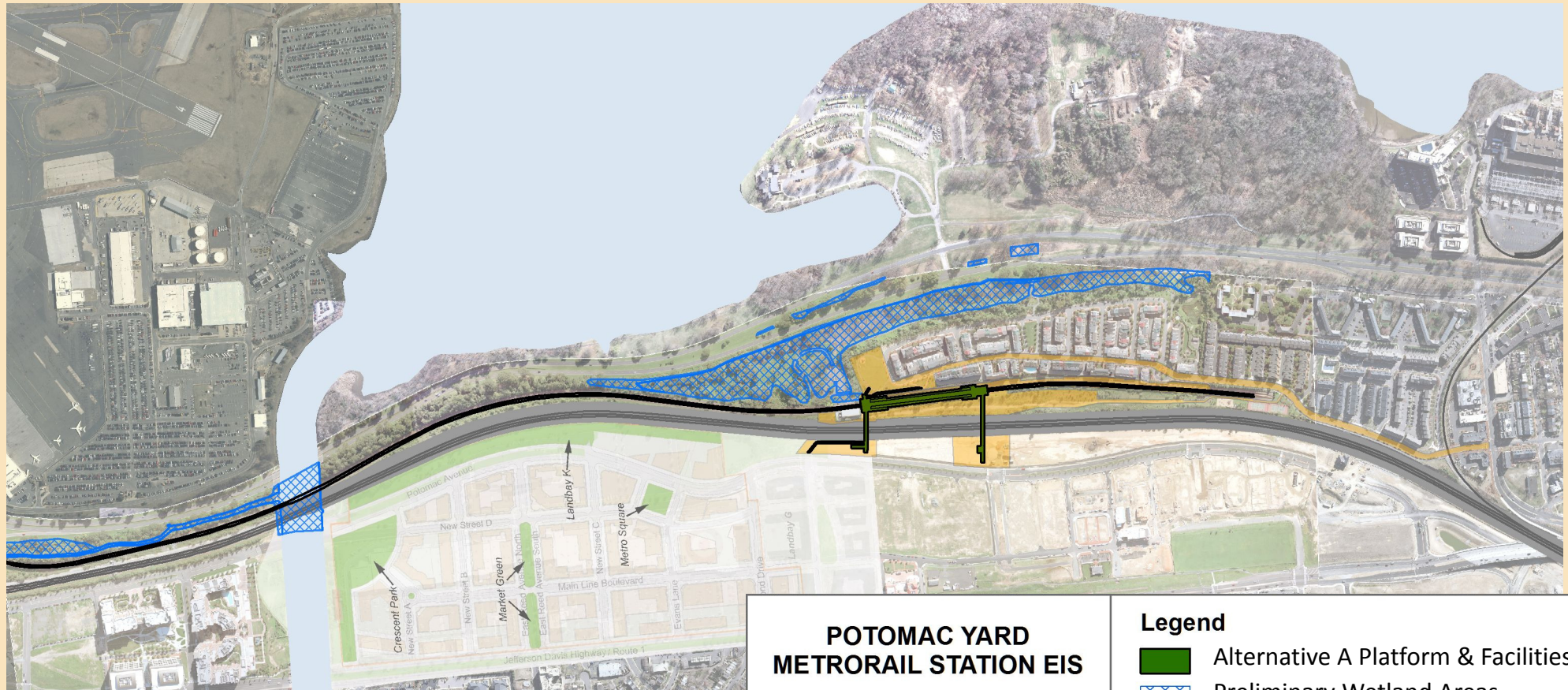
Legend

 Alternative A Platform & Facilities

Alternative A



Alternative A






POTOMAC YARD METRORAIL STATION EIS

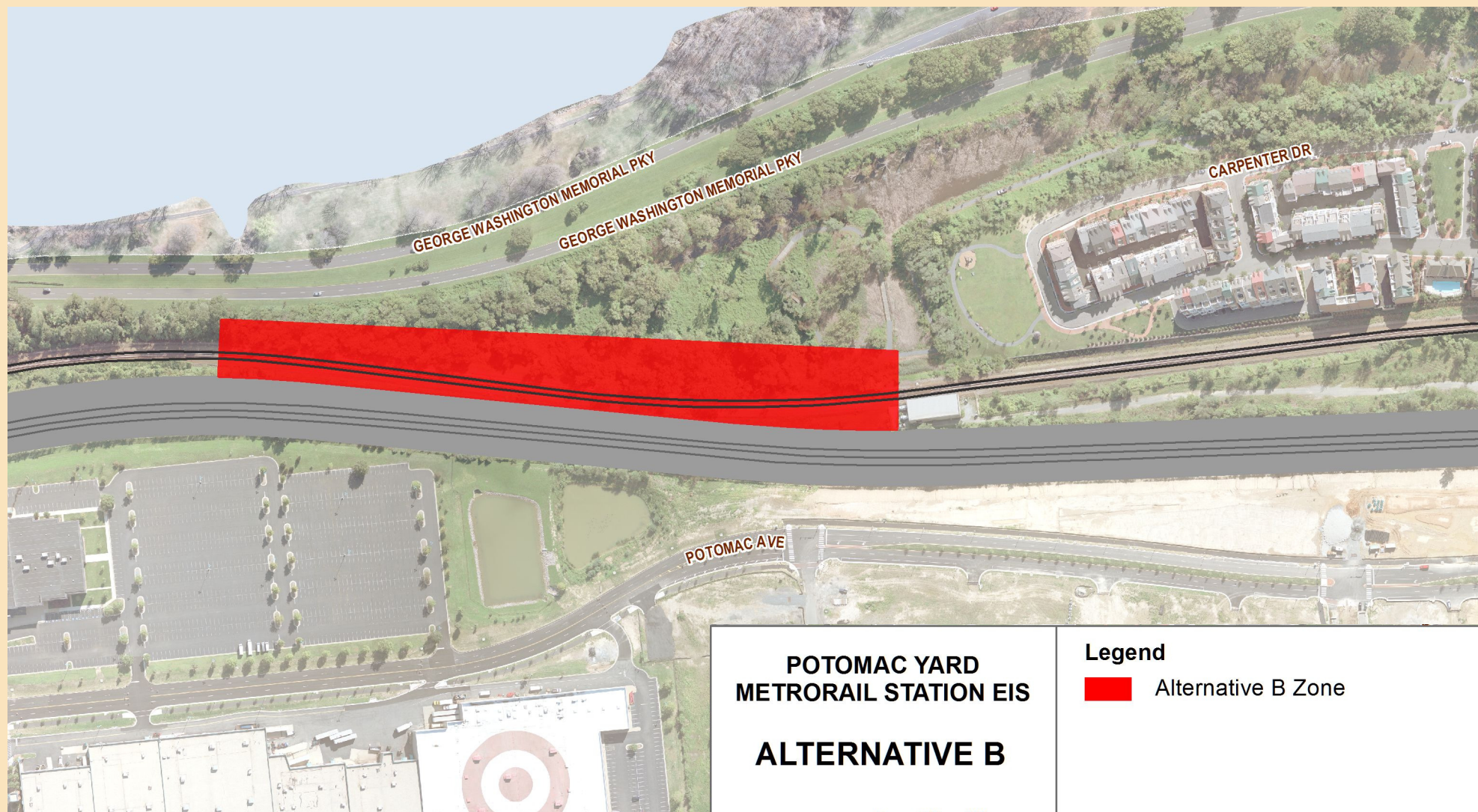
ALTERNATIVE A

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Feet

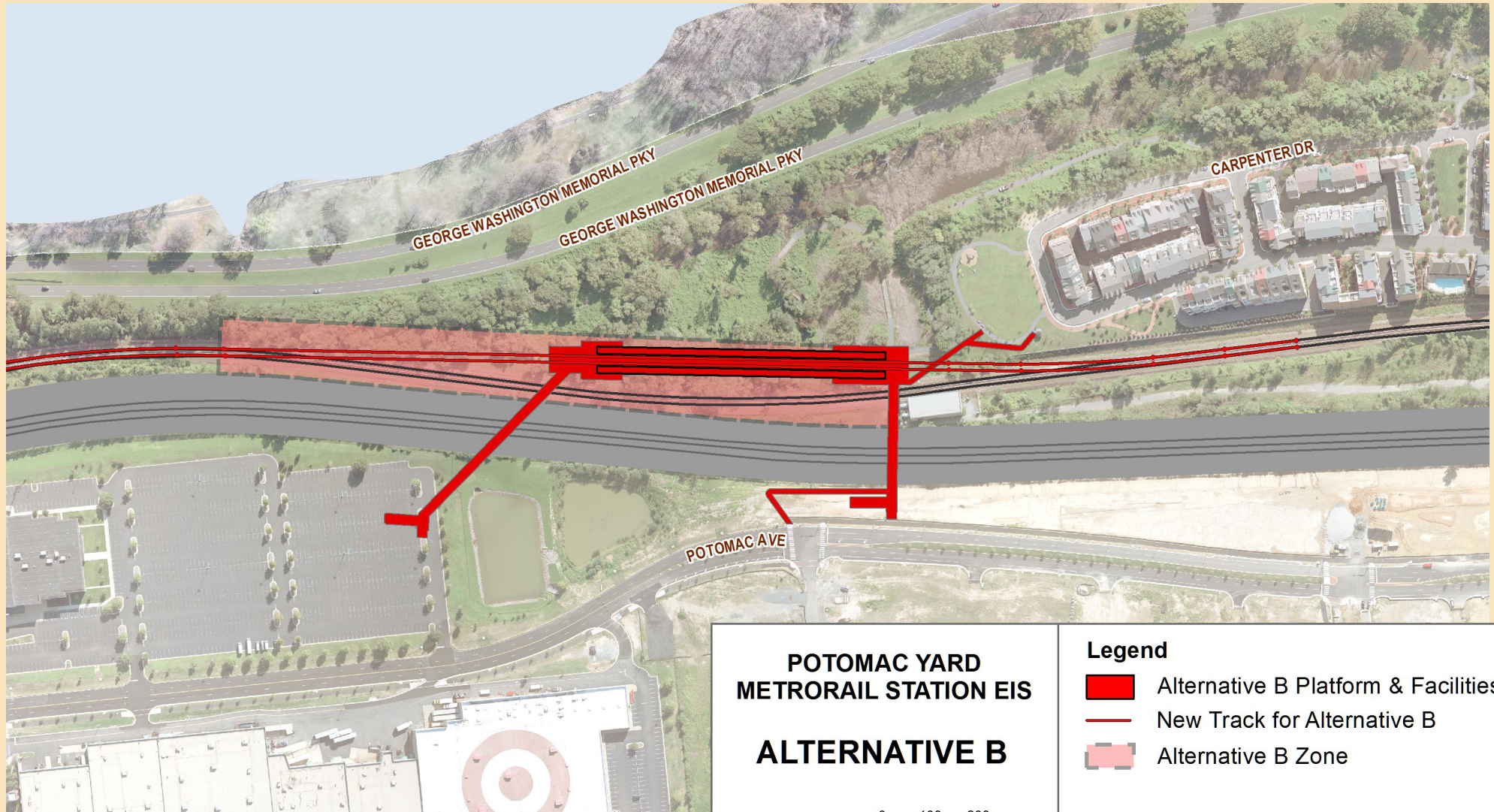
Legend

-  Alternative A Platform & Facilities
-  Preliminary Wetland Areas
-  Construction Access and Impact Area

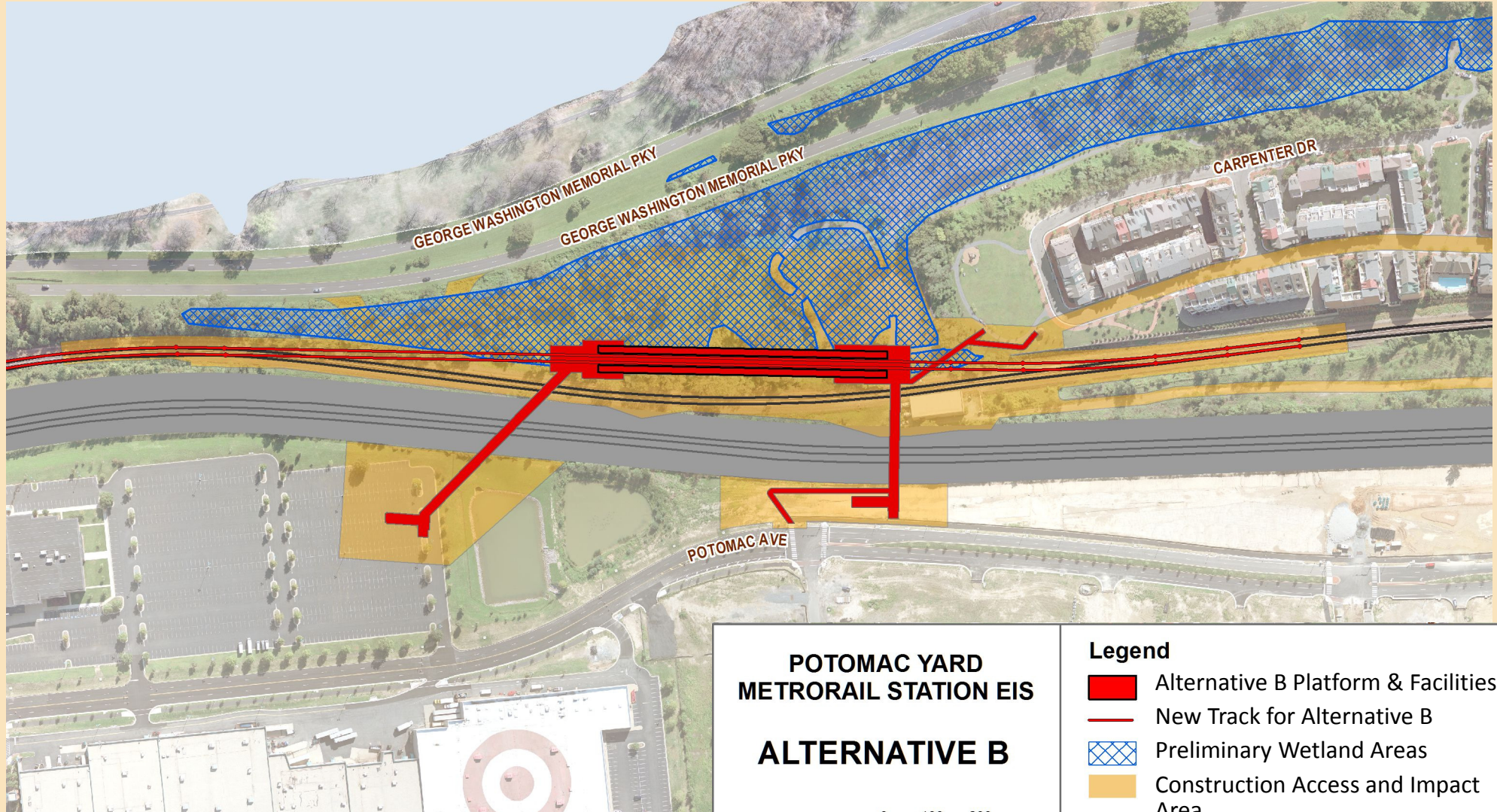
Alternative B



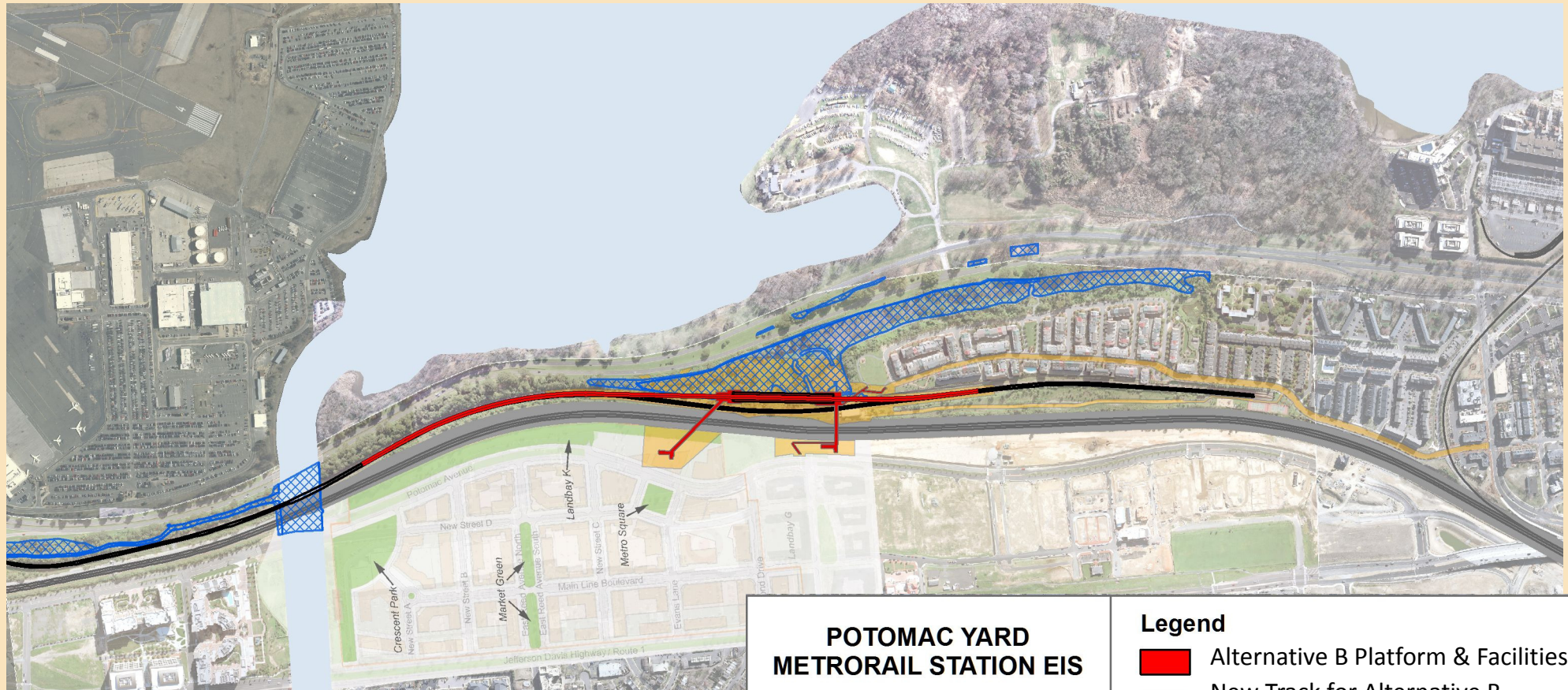
Alternative B



Alternative B



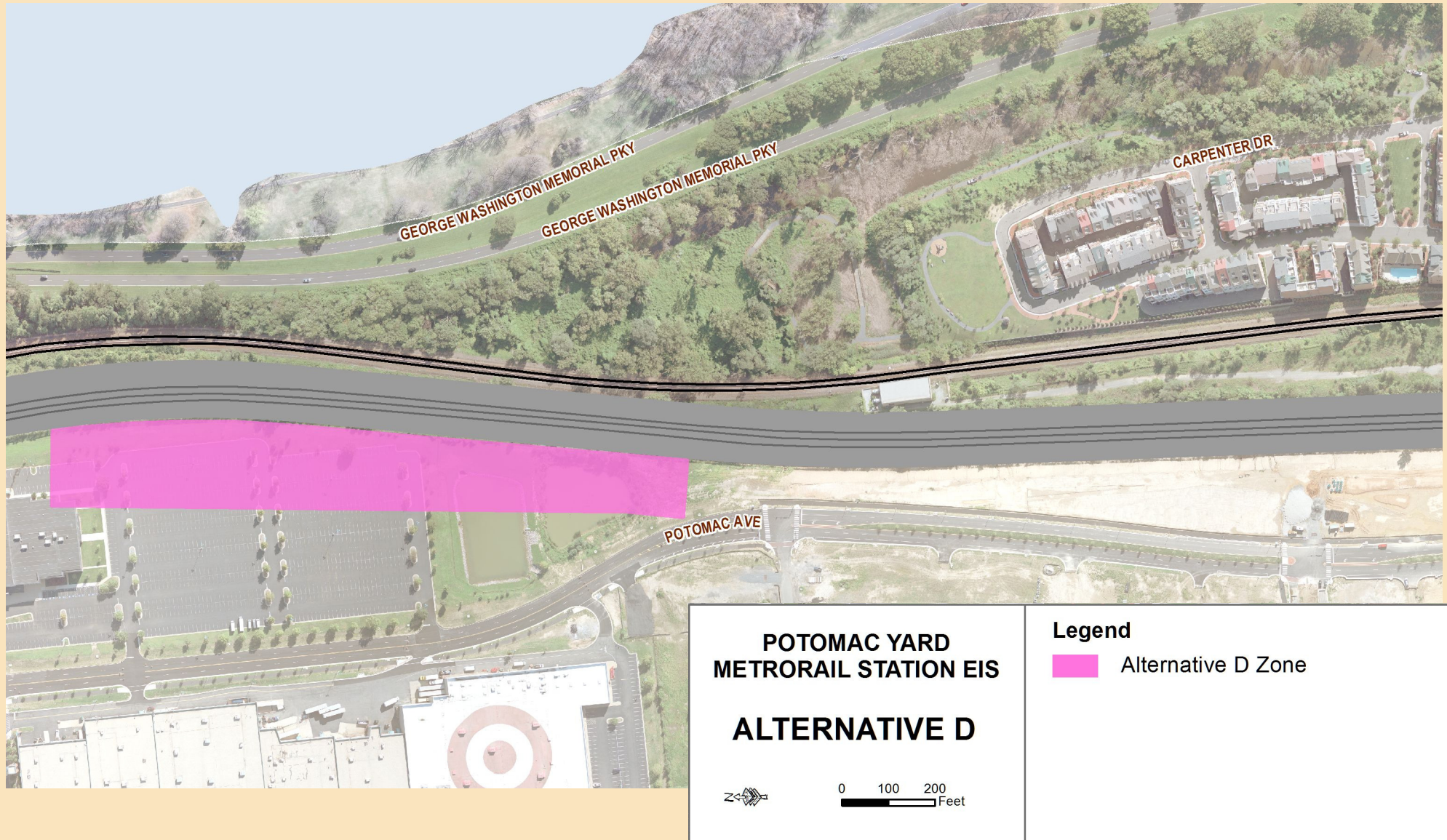
Alternative B



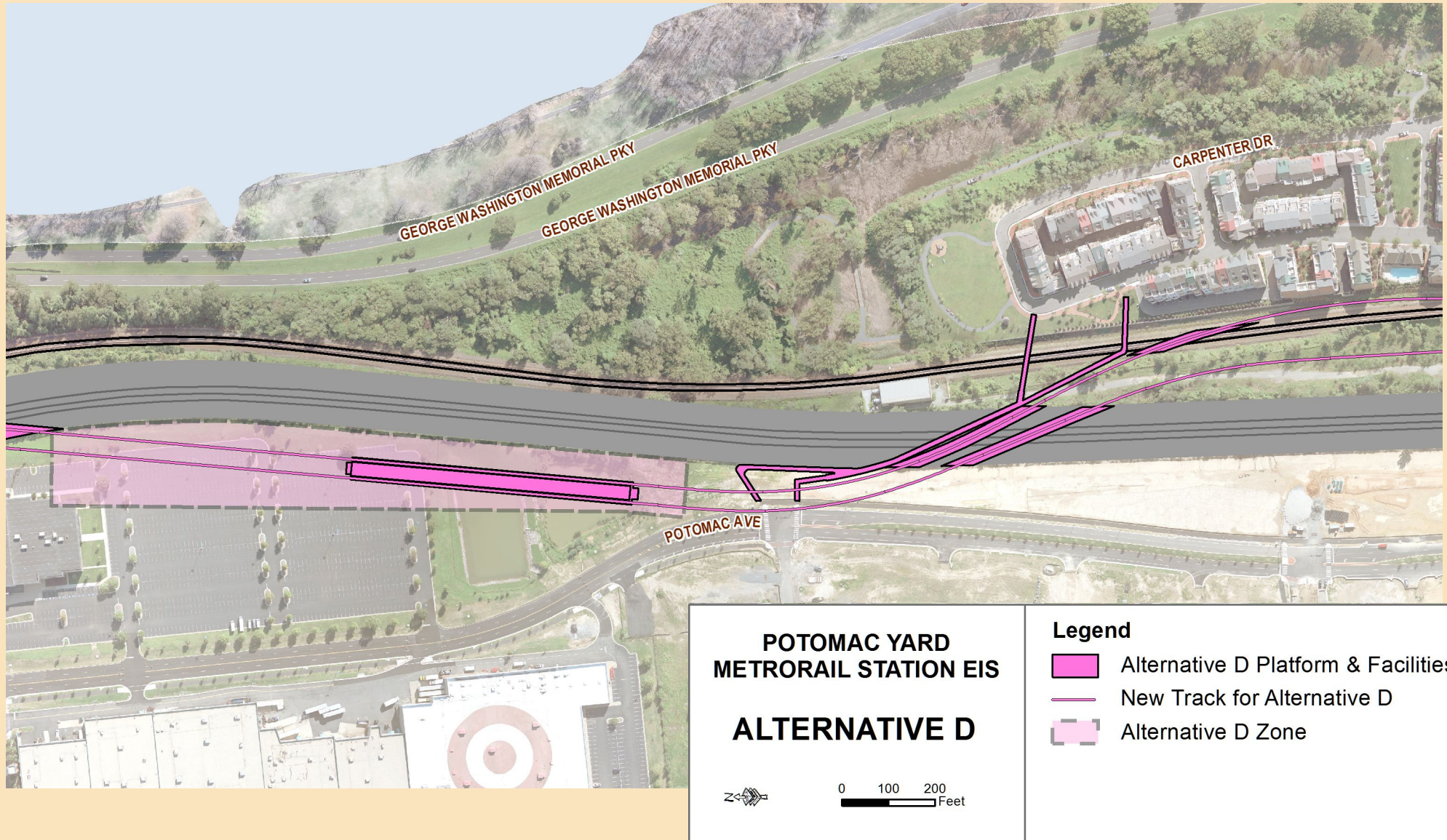
Functionality and Appearance: Example: At-Grade Station – Morgan Boulevard



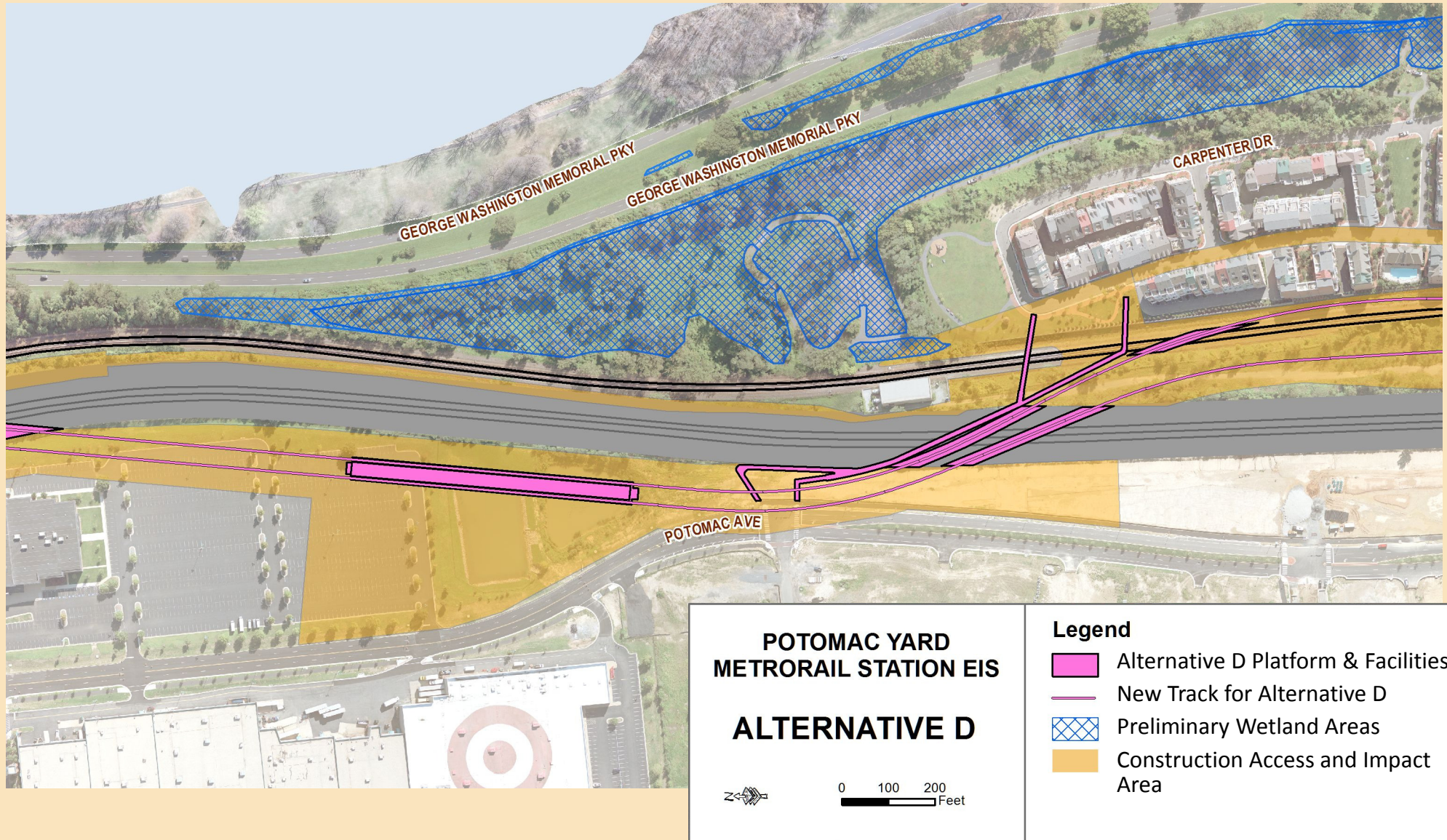
Alternative D



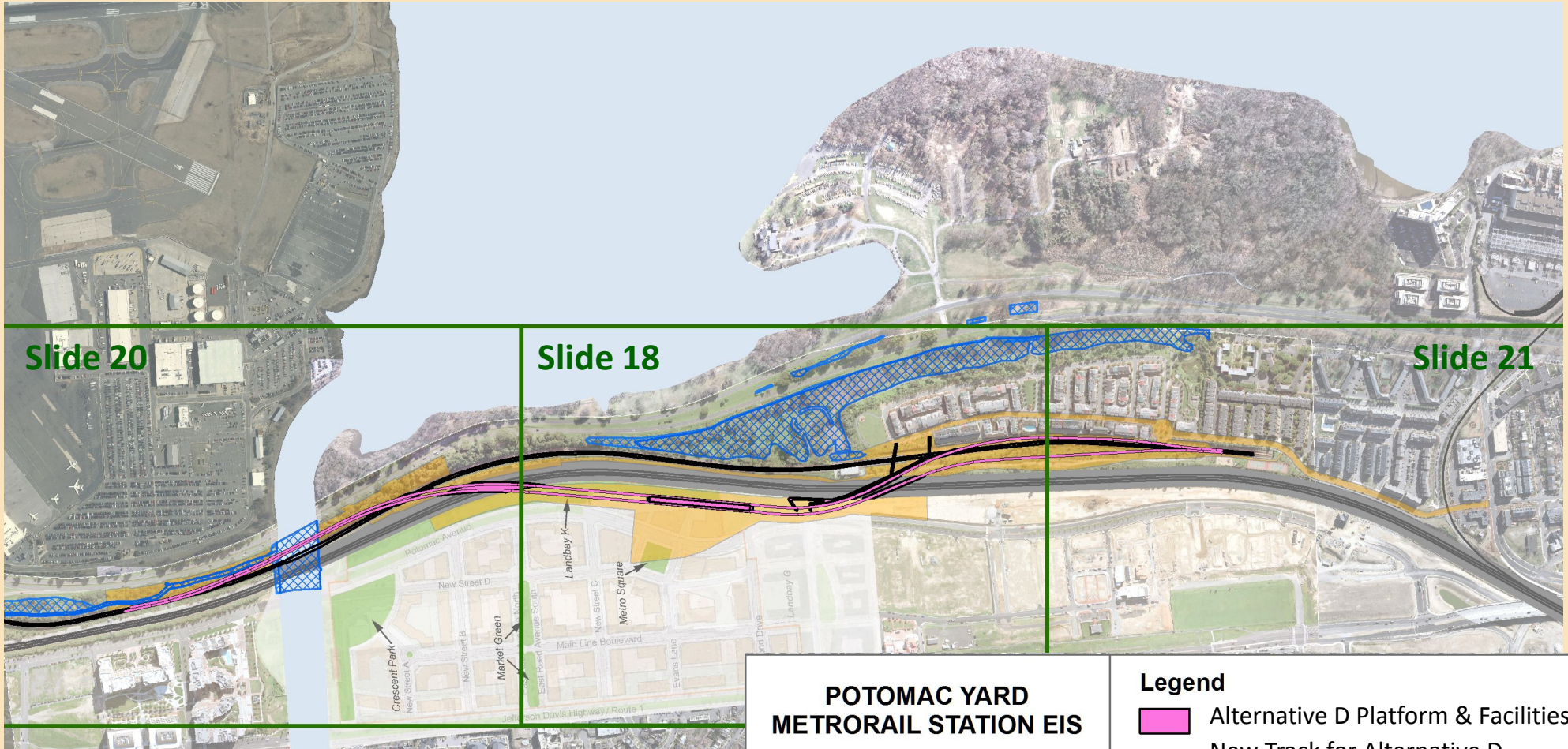
Alternative D



Alternative D



Alternative D



POTOMAC YARD METRORAIL STATION EIS

ALTERNATIVE D

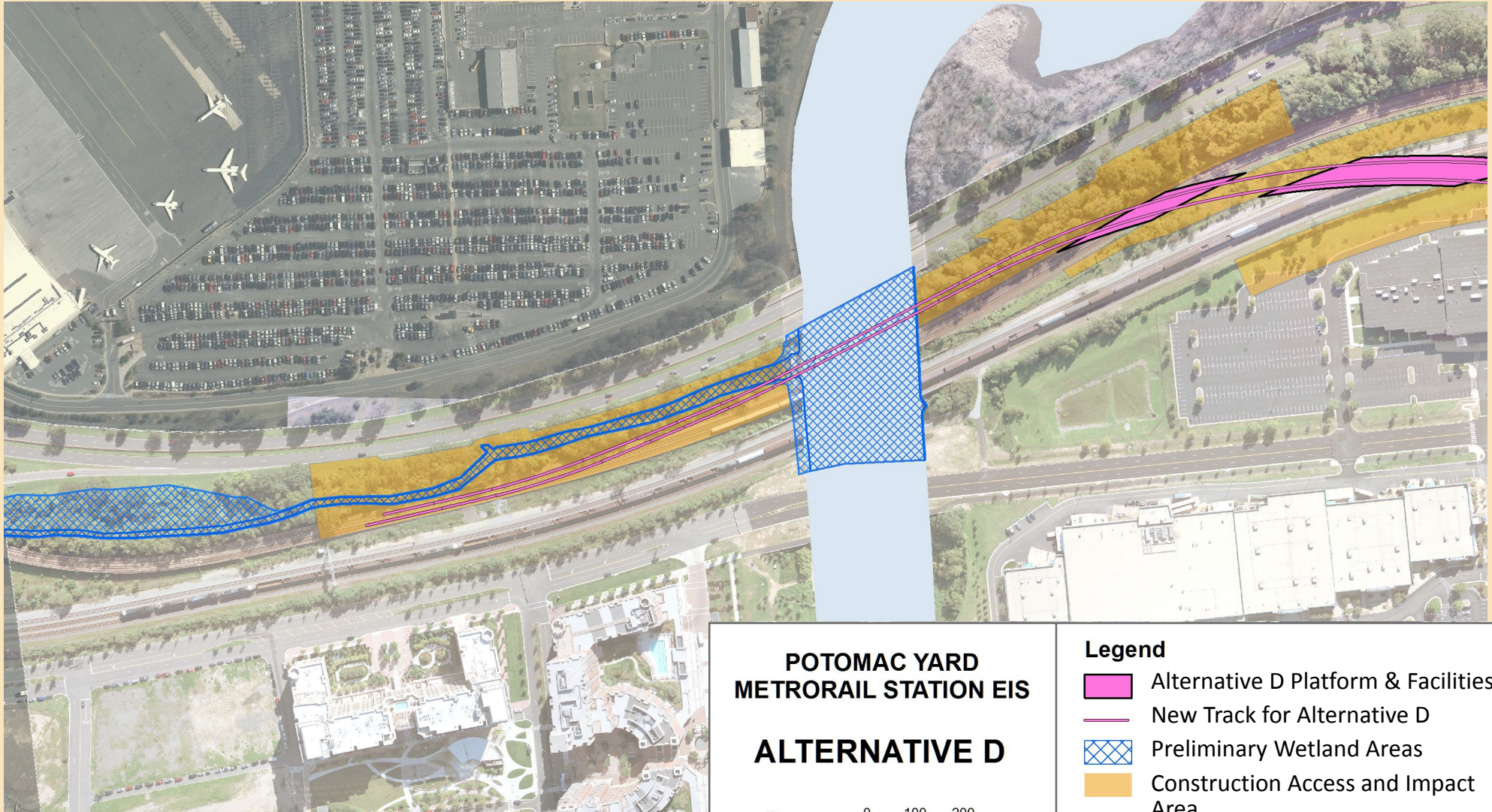


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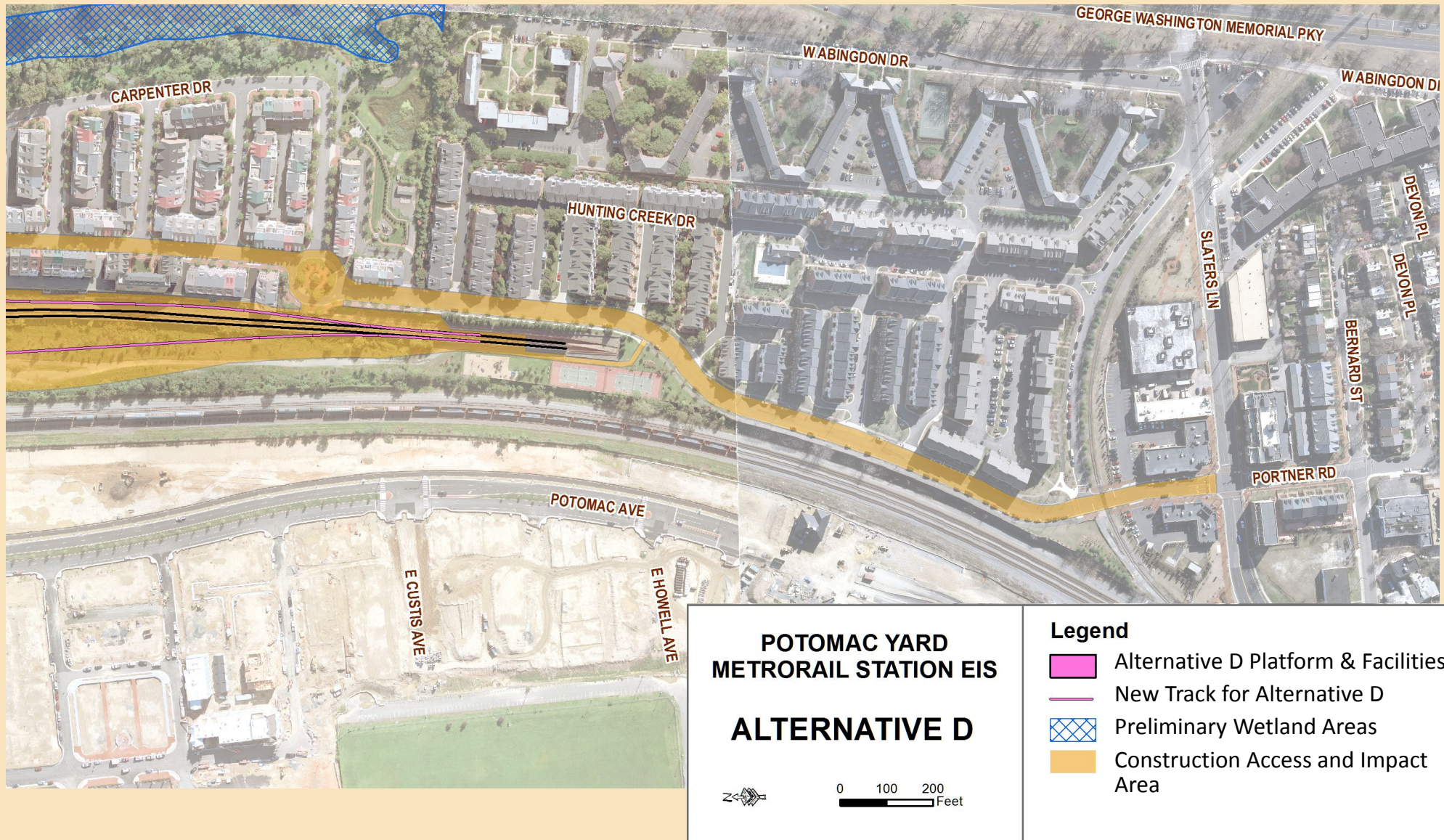
Legend

- Alternative D Platform & Facilities
- New Track for Alternative D
- Preliminary Wetland Areas
- Construction Access and Impact Area

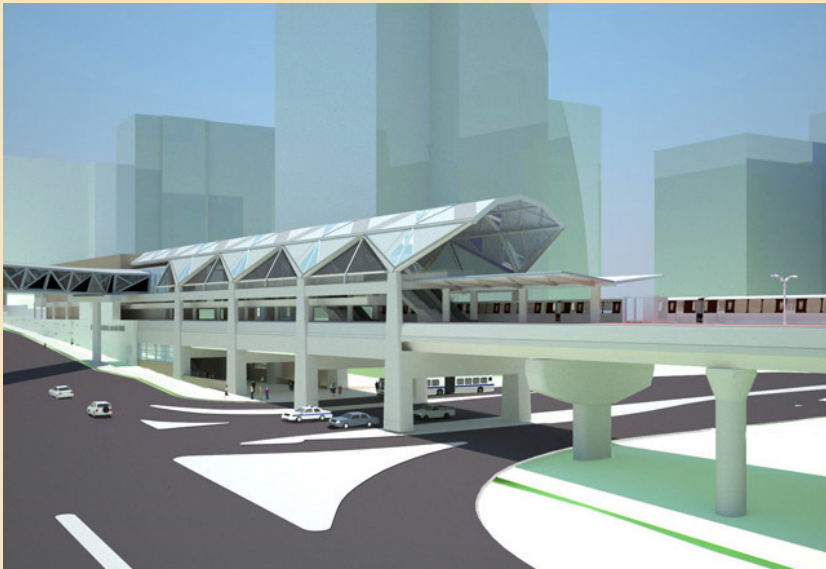
Alternative D – North End



Alternative D – South End



Functionality and Appearance: Example: Aerial Station – Tysons Corner



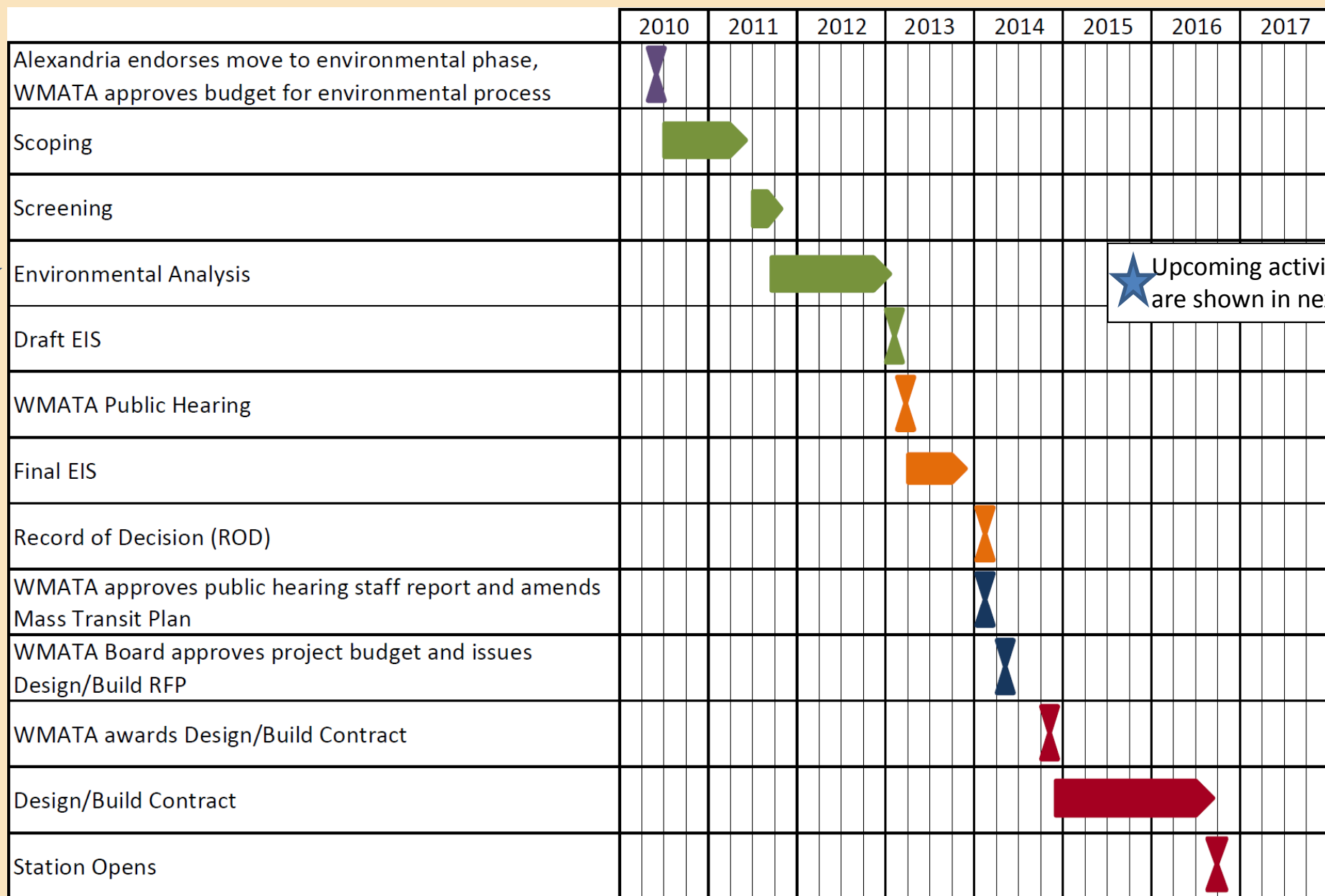
Functionality and Appearance: Example: Aerial Station – Tysons Corner – during construction



Cost Drivers

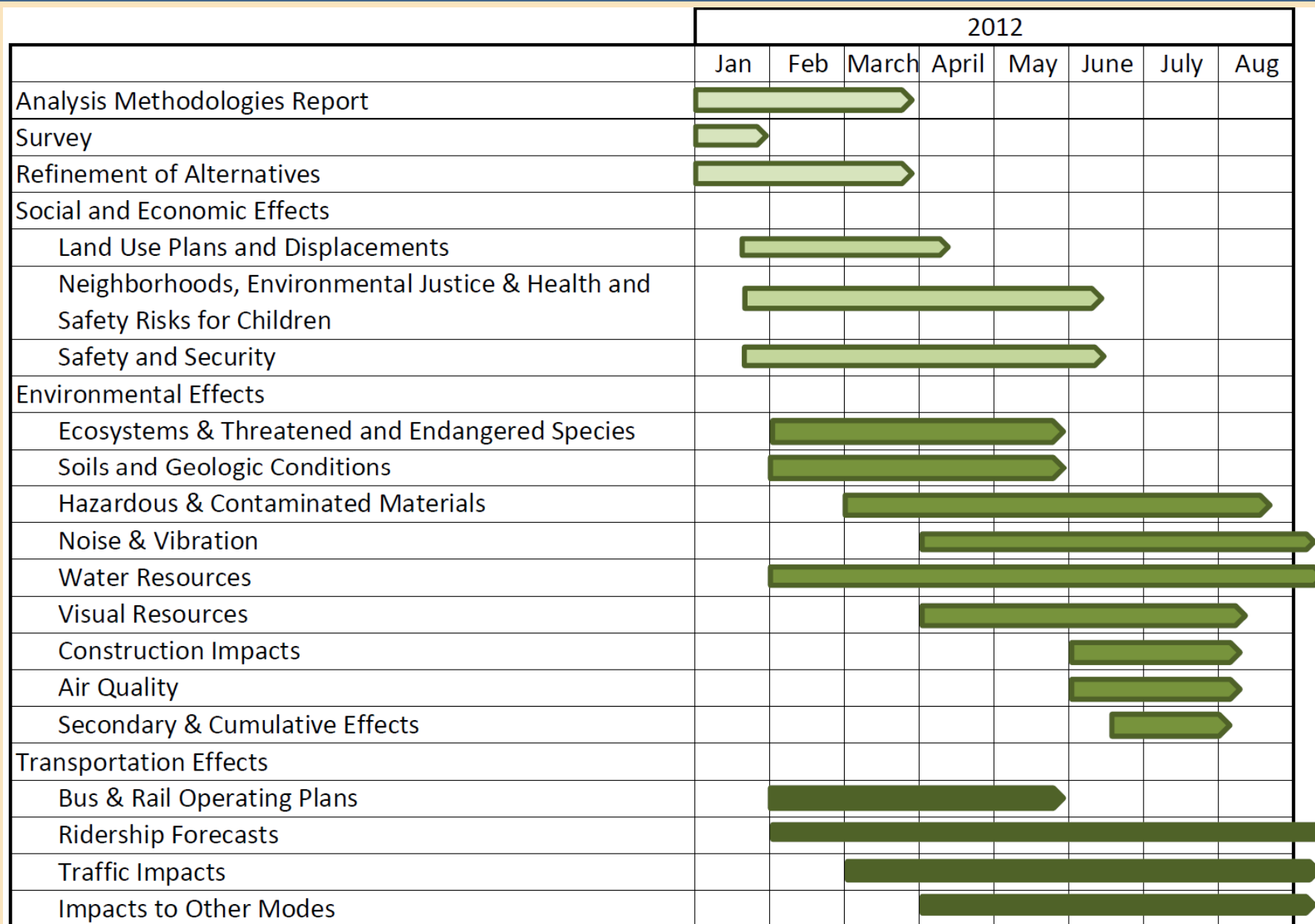
	Alt A	Alt B	Alt D
Structures Required	<ul style="list-style-type: none"> • 2 pedestrian bridges 	<ul style="list-style-type: none"> • 2 pedestrian bridges • Retaining wall 	<ul style="list-style-type: none"> • New Metrorail bridge over Four Mile Run; • 2 new Metrorail bridges • 1 pedestrian bridge • Aerial track and supports
New Track Construction	0-feet	Approximately 2,000-feet	Approximately 6,000-feet
Complexity of Construction Staging	Moderate	Moderate-High	High
Requires Construction Along Live Tracks	High	Medium	Medium-Low

Overall Project Schedule



★ Upcoming activities are shown in next slide

Further Cost Drivers and Upcoming Schedule



Next Steps

- **Individual environmental impact methodology reports**
- **Environmental analysis for each of the proposed alternatives**
- **Next level of cost information**
 - **Cost estimates (Expected Fall, 2012)**